

STORIES OF THE SURVIVORS.

Tales of Heroic Rescue of Victims, and Bravery Among Those Who Faced Death.

George Lloyd, of the Lloyd Wall Paper Co., who lives at New Rochelle, was one of the passengers who fortunately escaped without serious injury.

"I was playing the usual game of cards with three friends," he said, "when we felt the crash of the collision. I was thrown over four seats and instantly was struggling under a dozen other persons who were piled on top of me. The scene was a horrifying one. Women were tearing their hair and crying for mercy. Many persons were crushed and bleeding on the floor, and all around could be heard the groans and cries of the injured.

"It was the most distressing sight I have ever witnessed. Finally and with great difficulty I made my way out of the car and joined in the work of rescuing the injured. Many of them were friends of years, with whom I had been making daily trips to the city. I saw dozens of my friends carried out, some of them badly hurt.

"Those who came to the aid of the victims did remarkably good work despite the excitement. The New York firemen also rendered good service by bringing the hose down through the air-foles and turning on streams of water."

Peperdy Rescues Friend.

Thomas Peperdy, sixteen years old, of New Rochelle, boarded the train at that place with his chum, Ernest Coffin, who is fifteen. When the train entered the tunnel Peperdy was in the smoking car and Coffin was in the last coach.

"When the shock came," said Peperdy, "I was thrown the whole length of the car. It seems to me, and why I was not killed is more than I can understand. For the life of me I cannot remember how I got out of the car, but I was out in a hurry.

"My first thought was for Coffin. I ran back to the last coach, where I knew he was. I thought he certainly must be dead, because the coach was all smashed to pieces and the engine was right on top of it. But the first person I saw when I looked in a window was Coffin.

"He was unconscious. I asked another passenger to assist me in getting him out. He asked me to wait a little while and went away. Just as I was dragging Coffin through the window this man came back with a stretcher. We put Coffin on it, carried him to where there was a ladder, got him up to the street and then carried him to the Women's Hospital, at Fifth street and Lexington avenue."

Mr. Walker's Thrilling Story.

Philip S. Walker, of No. 315 North Seventh avenue, gave a vivid description of the scenes following the wreck. "I was in the car next to the engine," said Mr. Walker, "and had gone out onto the front platform in readiness for alighting at the Grand Central station. All at once the engineer applied the air-brakes so suddenly that I was thrown against the side of the car and almost between the car and the engine. I had no idea that there had been an accident until I jumped off the car and found that many passengers in their excitement had left the cars and were standing on the track. The trainmen ran forward and I followed them.

"We entered a cloud of smoke and steam and the sight I saw there I never shall forget. As we got closer to the wreck we heard the screams of the injured. I ran back to the train I had been on, and there I found the engine and the car containing the axes and other tools kept for use in a wreck. With my axe over my shoulder, I ran back to the shattered cars.

"We broke in the windows of the last coach of the South Norwalk train and helped out several injured passengers. One man was about three-fourths the way out of the car and his feet were firmly caught in the car and his legs were badly crushed. I have since learned that he was Mr. Murphy of New Rochelle.

"I never saw a man with such nerve. Owing to his position he could see the interior of the car, and he directed the work of helping out the injured. He insisted that we should help the women first, and it was almost an hour before the firemen got him down.

"Acting on his suggestion, we broke open a window some distance down the car from him and took out a woman. He directed all of the operations, and when it came to getting him out he told the firemen just exactly how to come and pry to get his imprisoned legs loose the best way. I assisted in taking out five injured men and one woman before the firemen came.

Mr. Potter's Narrow Escape.

W. E. Potter, who lives in Harlem and is connected with the Manhattan Bank, was on the last train, which he boarded at one hundred and twenty-fifth street. When the accident happened it was the first time he had ever been in a train. "I ran out of the car," said Mr. Potter, "and got on the track. My first thought was that other trains might come along and pile up on the wreck, but the railroad men had already taken precautions in that direction. The tunnel was full of smoke and steam and men were running in every direction like mad. As soon as the firemen let down a ladder I climbed out. I never saw go through such an experience again."

On Very Short Headway.

Very important testimony regarding the headway of trains in the tunnel was given to The Evening World by E. H. Beegly, of No. 111 Fifth avenue, who was a passenger on the telegraphed train. Mr. Beegly was in the rear of the third car.

"The reason why I am so positive is because I looked at my watch when the train stopped and hardly got it back into my pocket when the train started with a jolt that threw me over the seat. This was the jar caused by the train running into us, but I believed it was the train starting for the station and the thought flashed across my mind that the engineer must have pulled the throttle wide open to have jerked us in that way. Then the realization came to me that there had been a collision.

"I fell to the floor of the car and got out. The tunnel was full of steam and smoke. It was a regular hell. I got lost in the confusion and the darkness for twenty minutes before I got my bearings and was able to get to the upper air. One who was not there cannot begin to realize the horror of it."

F. G. Mueller's Story.

Frederick G. Mueller, a clerk in the entry division of the Custom-House, boarded the train at New Rochelle. He was in a seat in the second smoker, and he says there was no great crash when the collision occurred, but that it was a bad shake-up and the passengers were jolted about. It was fully three minutes before any one could realize what had happened. The smoker was soon emptied, but he noticed that no one in that car was hurt.

Eugene Herold, of Rochelle Park, one of the passengers on the Danbury train, was thrown on my face by the jolt

and I felt some blood splash over my forehead. Stiffing smoke and through this looking back I could see marked persons crawling about through the mist. Suddenly the car took fire where the locomotive was. Our one idea was to escape. I found a friend of mine right in front of me. He cried: 'Open the windows, for God's sake!'

"I turned to the window and found the glass had all been shattered by the collision. We climbed out. I saw several persons almost covered in blood crawling about. We hurried alongside the track and came to the place where the side wall of the tunnel was down, and so got out.

"My brother was in the last car and I fear he is dead. I exerted all my efforts to try and locate him just after the crash, but failed to do so up to the time the police and firemen cleared us away. There were from twenty-five to thirty passengers in that car. I am sure of this because they are the regular commuters. When this train entered the Grand Central station yesterday morning it met with an accident that did no other harm than to shake the passengers up a little. The switch did not work properly yesterday, and as a consequence the engineer put on the air-brake, and we came to a sudden stop.

DOCTORS WORK AMID DANGER.

Dr. C. Gillette, of Bellevue Hospital, who was one of the first to arrive at the tunnel, is a son of William R. Gillette, general manager of the Mutual Life Insurance Company. Dr. Gillette went down into the tunnel in company with Dr. William Darragh, of the Presbyterian Hospital, and a fire chief whose name the doctors do not know.

"It was so dark," said Dr. Gillette, "that we could not see anything and had to feel our way. One of the engines was piled up on the track, and to get to the car whence we heard cries for help proceeding we had to slide down the side of the hot boiler of the engine. When we got into the car we found the dead bodies of three men hanging half out of the windows. The seats were smashed and scattered all over the car."

"Cries of 'Save me!' came from near us and we found two women pinned down. These we managed to extricate and passed them to the fire chief, who sent them up to the street."

"Under the dead men we found Peter Murphy, of No. 20 Rockies avenue, New Rochelle. Murphy was one of the bravest men I ever saw. In spite of having both legs broken and having sustained internal injuries, he would not allow us to attend to him, but told us to go ahead and look out for the women. After we had extricated the two women we got him out and sent him to Bellevue.

"When Dr. Gillette returned to Bellevue Hospital he was overcome with the heat of the tunnel, the steam and smoke, and he had to retire for rest, utterly exhausted."

O. W. MEYROWITZ KILLED IN WRECK.

Oscar W. Meyrowitz, among the killed, was Secretary of the Meyrowitz Manufacturing Company, No. 194 East Twenty-third street, No. 636 First avenue, No. 125 West Forty-second street and No. 125 West Forty-second street. He was a member of the Larchmont Yacht Club. He had no children.

VANDEBILT BOYS SEE THE WRECK.

Cornelius Vanderbilt visited the scene at 11:30 o'clock. He climbed over the railing and looked down over the embankment. As he saw the wreck the dead and the living he shuddered. He appeared nervous and greatly excited. He said he could not say anything about the wreck, and left in a few minutes. He was accompanied by Alfred Gwynne. Vanderbilt was also on the scene.

ARRESTED TRYING TO ROB THE DEAD.

On suspicion of intent to rob the bodies in the East Fifty-first street station, John Maloney was arrested in the station-house this afternoon. Maloney was noticed by Coroner Scholer speaking about the cells in which the bodies were being stored and directed to the station-house. He was very suspicious that the Coroner reported him to Police-men Cassidy and Raskey.

They watched him long enough to satisfy themselves that all he wanted was a chance to rob the dead, and then arrested him.

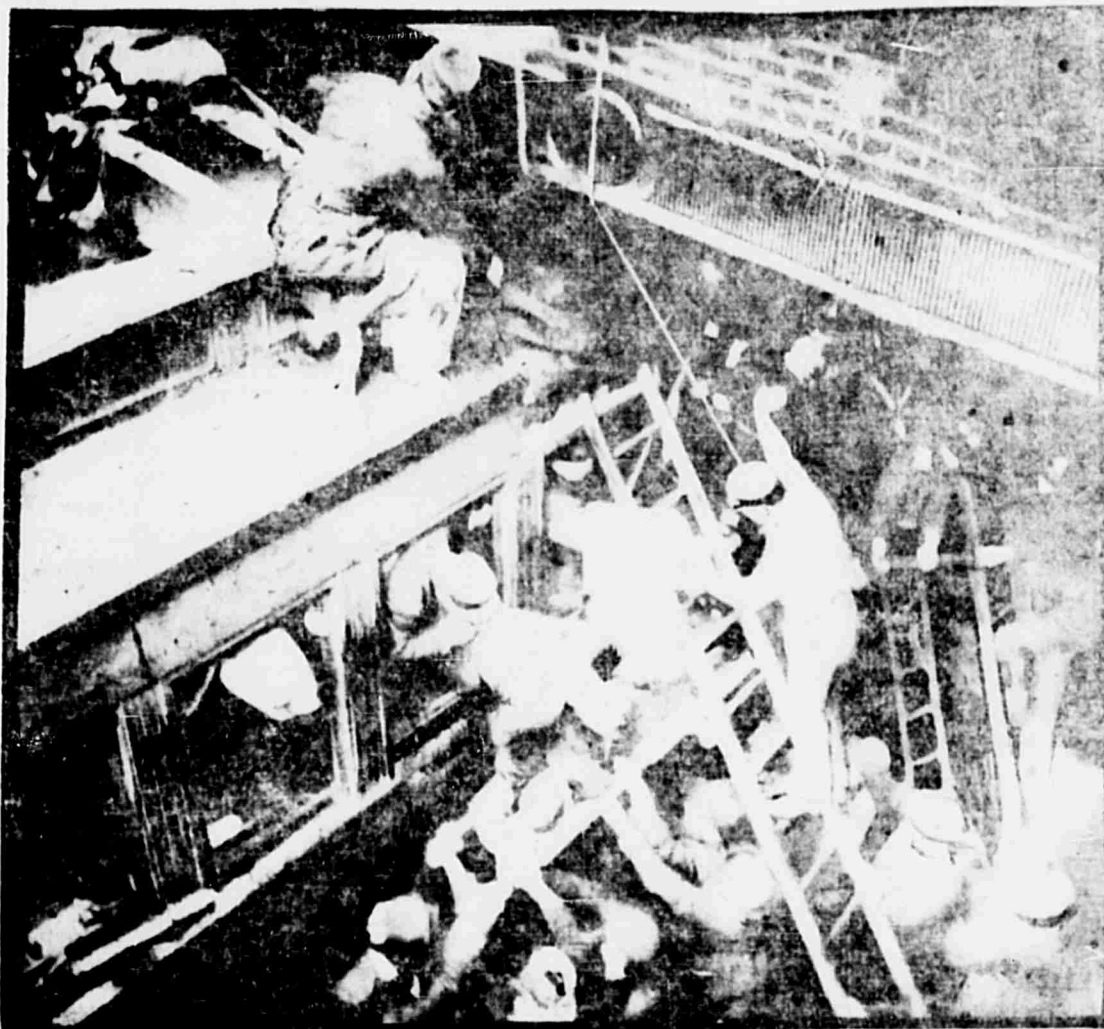
Sergeant Conboy, in tones that attracted the attention of everybody in the station-house, called Maloney all the names he could think of. There was a rush from all sides on Maloney, but the police protected him from outsiders, took him into privacy and handled him according to their own ideas.

Maloney said that he lived at the Columbia building-house in East Twenty-third street. Sergeant Conboy says that he is an ex-convict. He had not done any time in his pockets. Inspector Walter Thompson, who spent the morning at the wreck, believed that should be at work. He said a man's body was found in the last car, and his coat and vest in the next. His watch was gone, but the shirt was still attached.

CRIMMINS PUTS BLAME ON ROAD.

John D. Crimmins visited the scene and denounced the railroad company, saying: "This is a terrible accident. About a month ago we had a meeting and told the company it should have electricity in use on the road. This accident was caused by steam, which filled the tunnel. If they had electricity in use the accident would not have happened. They should have put in electricity long ago."

Mr. Crimmins was a member of the Park Avenue Improvement Association, which criticized the railroad on account of the condition of the tunnel.



From Photograph Taken Expressly for Evening World.
RESCUING THE INJURED.

ENGINEER WISKER HELD CRIMINALLY NEGLIGENT.

Evidence Shows that He Disregarded Block Signal and Torpedoes and Let White Plains Train Dash Into the Other.

Coroner Scholer and District-Attorney Jerome lay the blame for the accident on the shoulders of Engineer Wisker and Fireman Fyler, of the White Plains local.

At the conclusion of an investigation held in the East Fifty-first street station-house Wisker was held without bail, and Fyler was held by \$5,000 bail for the action of the Grand Jury on a charge of criminal negligence.

Charles Flynn, the signalman in the tower at Fifty-ninth street, was discharged, the testimony showing him to be blameless.

According to the facts gathered Wisker ran past a danger signal, ran over two torpedoes that exploded and crashed his locomotive into the train ahead as though he were asleep.

The fireman is held equally negligent in not calling the attention of his engineer to the danger signals and in failing to take cognizance of the noise made by the exploding torpedoes.

Soon after the accident the Coroner caused the arrest of Wisker, Fyler and Flynn on a charge of homicide.

OFFICIALS TALK OF WRECK; JEROME STARTS AN INQUIRY.

How Conductors Dyas and Blackman Account for the Disaster in the Tunnel—Franklin's Explanation.

Personal investigation into the cause of the disaster has already been begun by District-Attorney Jerome.

It has been reported that the block signal system was out of order. The Evening World has obtained the following statements from the trainmen:

CONDUCTOR DYAS, of the South Norwalk local—lost every precaution against accident. The rear of the train was protected by lights. As soon as the train stopped I sent Brakeman Barnum back to stop the train behind. Whether Barnum went back or not I do not know. I have not seen him since the collision. I wish I could find him.

ENGINEER WISKER, of the White Plains train—"For God's sake don't ask me of lights and signals in this slaughter house. I can't talk of it now."

CONDUCTOR CHARLES BLACKMAN, of the White Plains local—"My train was only four minutes late. I was not running to make up time. There were no signals of danger ahead nor that the block was not free. If any one is to blame for the accident, it is no one on my train. I have no idea how the accident happened."

As usual, the officials of the road have closed the lips of the employees and are making efforts to close up the avenues of information which they wish to keep secret.

The officials at the Grand Central were

After consultation with District-Attorney Jerome and talks with trainmen and survivors, the charge was changed to criminal negligence. The District-Attorney sat at the side of the Coroner during the investigation in the station-house.

"The responsibility of testimony was placed on the engineer and the fireman," said Coroner Scholer. It appears that Flynn, the signalman, did his duty. When the New York, New Haven and Hartford train entered the track at the north end of which he was stationed he saw a signal with the White Plains local not to enter that block.

It appears that Wisker disregarded the signal and that his fireman either did not see it or paid no attention to it. It appears further that the instant the New York, New Haven and Hartford train stopped the engine with a brake man back with torpedoes to be placed on the track as a warning to the south-bound train.

"It was so dark and foggy that the torpedoes were used so far there could be no danger in the short warning that was falling on the warning lantern in the hands of the engine."

Fireman Too Culpable.

The testimony of the fireman, who was called to the station-house to answer the charge of homicide, was as follows:

"I was on the engine when the accident occurred. I saw the signal and I saw the White Plains local train coming. I saw the signal and I saw the White Plains local train coming. I saw the signal and I saw the White Plains local train coming."

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New York Evening World.

GRIEF FOR DEAD AT NEW ROCHELLE

Great Excitement Shown at the Home of Many of the Wreck's Victims.

New Rochelle, N. Y., Jan. 8.—The death of a young woman, Miss Mary Ann, who was killed in the wreck of the New Rochelle train, has caused great excitement at her home. The girl was only twenty years of age and was a member of the New Rochelle High School. Her father, Mr. John Ann, is a well-known merchant in the city. The girl was a very popular one in the school and among her friends. Her death has caused a great deal of sorrow and grief among her friends and acquaintances. The funeral will be held at a later date.

HER HUSBAND WAS ONE OF THE DEAD.

At the home of Mrs. Ann, who was the wife of the deceased, it was learned that her husband was also killed in the wreck. The couple had been married for several years and had a young child. The death of both parents has left the child an orphan.

Runaway Causes PANIC IN CROWD.

While the crowd which had gathered at the scene of the wreck in New Rochelle was in a state of great excitement, a runaway horse caused a panic in the crowd. The horse was running wildly and was about to run over a crowd of people. The crowd fled in all directions, and the horse was eventually caught by the police.

BRIDGE BUILDER A WRECK VICTIM.

A bridge builder, who was on the train at the time of the wreck, was killed. The bridge builder was a well-known man in the city and had been working on the bridge for many years. His death has caused a great deal of sorrow and grief among his friends and acquaintances.

STATE OFFICERS TO INVESTIGATE.

ALFRED J. STATE, State Highway Commissioner, has ordered an investigation into the cause of the wreck. The investigation will be conducted by a committee of state officers. The committee will report to the Governor on the results of the investigation.

BROOKS'S VISIT ENDS IN DEATH.

When Mr. Brooks, who was on the train at the time of the wreck, was killed, his death was a great loss to the city. Mr. Brooks was a well-known man in the city and had been working on the bridge for many years. His death has caused a great deal of sorrow and grief among his friends and acquaintances.

Fireman Saw Red Light.

Fireman Saw Red Light. Fireman Saw Red Light. Fireman Saw Red Light. Fireman Saw Red Light. Fireman Saw Red Light. Fireman Saw Red Light. Fireman Saw Red Light. Fireman Saw Red Light. Fireman Saw Red Light. Fireman Saw Red Light.

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